WASHINGTON CRITIC

For THE CRITIC. WOMAN'S RIGHTS BY HENRY T. STANTON. 2

A pullet to her mother said:
"I want a comb upon my head,
And spurs and feathers line—
It shames me much that I am seen
Forever scratching on the green
In this brown freek of mine."

"Alasi my daughter," said the hen,
"In you I see myself again—
Just how you feel I know;
A thousand times I've prayed, my dear,
To be as grand as Chanticleer,
And strut about and crow."

"But, mother, please to tell me why It should be thus that you and I Must wear these soher coats, Whilst papa, in such fine array, Adorns the pasture every day And gtorifies the oats."

As underneath a bush she ducked, The madam shook her head and chucked: "It's quite too much for me— That we are plain and he is grand And do not like to see."

Just then a stranger rooster flew Across the garden fence and crew
And 'papa' heard that gound;
And quicker than it takes to tell,
That parent on that stranger fell,
And things grew lively 'round.

He did not pause to make reply.
But when that raider filled his eye,
The hackles frilled his neck,
And right for business, then and there,
With no apparent time to spare,
That papa came on deck. They fought like pheasants, "long and well,"
Until the stranger's feathers fell,
And he struck out for "rest;"
Theo papa on that garden gate
Stood awful proud and awful straight,
And crowed his level best.

He 'rose and gave his victor's shout, While from his side his life ran out, And death was near at hand; He 'rose and crowed his level best, In all his gaudy trappings drest, And all his courage grand.

. . . She did not see the morning break, Because there was no sound to wake The peaceful, tender sex, For papa did not sound his horn, Since, long before the day was born, He handed in his checks.

I think, observed that pullet then,
"I'd rather be a quiet hen
And wear this Quaker frock,
Than have the comb and spurs and gills
And pride and all attendant ills
Of that departed cock."

REGULATING STREET RAILWAYS. Amendments to the Sundry Civil Bill

Passed by the Scuate. In the Senate yesterday the following amendments to the Sundry Civil bill were agreed to:

All street railway companies or persons operating or having tracks or road-beds on the streets of the city of Washington shall cause said rails and road-beds to be relaid with the flat grooved rail and made level with the surface of the streets upon each side of said track or road-beds, so that no obstruction shall be presented to vehicles passing over said tracks.

The ceat of making the change have

shall be presented to vehicles passing over said tracks.

The cost of making the changes herein required shall be paid by the corporations or persons owning or operating said street railroads, and if, after being notified by the Commissioners of the District of Columbia in writing to comply with the terms of this act, the said corporations shall not within thirty days thereafter begin the work required and complete the same within a reasonable time, it shall be the duty of the Commissioners to cause the necessary changes in said rails and road-beds to be made, and the cost thereof shall be collected from the corporations or persons, respectively, owning or operating said street railroads, by suit in the name of the United States, to be instituted by the United States Attorney for the District of Columbia against said corporations or persons in the Supreme Court of the District of Columbia.

And shall issue certificates of indebtedness against the property real or persons.

Supreme Court of the District of Columbia.

And shall issue certificates of indebtedness against the property, real or personal, of such rallway company, which certificates shall bear interest at the rate of ten per cent. per annum until pald, and which, until they are paid, shall remain and be a lien upon the property on or against which they are issued, together with the franchise of said company; and if the said certificates are not pald within one year, the said Commissioners of this District of Columbia may proceed to sell the property against which they are issued, or so much thereof as may be necessary to pay the amount due, such sale to be first duly advertised daily for one week in some newspaper published in

due, such sale to be first duly advertised daily for one week in some newspaper published in the city of Washington, and to be sold at public auction to the highest bidder.

The cost of making the changes herein required shall be paid by the corporations or persons owning or operating said street railroads, and if, after being notified by the Commissioners of the District of Columbia in writing to comply with the terms of this act. missioners of the District of Columbia in writing to comply with the terms of this act, the said corporation shall not within ninety days thereafter begin the work required and complete the same within a reasonable time, it shall be the duty of the Commissioners to cause the necessary changes in said rails and road-beds to be made on or before November 1, 1890.

AMUSEMENTS.

ALBAUGH'S-"LA TOSCA." The indications are that a large and brilliant audience will be at Albaugh's Monday evening to welcome Fanny Davenport to Washington on the occasion of the first presentation of Sardou's great sensation, "La Tosca." So positive has been the pablic clamor for this play that Federa, with which Miss Davenport was sailing to easy fortune, has been shelved for the present season to answer the general curiosity to see La Tosca. Miss Davenport is supported by Mr. Melbourne McDowell and a carefully selected company, and this presentation of Sardou's famous play will be in no wise inferior to its production in New York. New scenery and elegant directoric dresses will add lustre to the Washington engagement. The sale of seats points to a highly profitable week. There will be only one matinee, on Saturday. ing to welcome Fanny Davenport to Washing-

THE BIJOU-DAN'L SULLY. Dan'l Sully, who will be the star attraction at the Bijou the coming week, has earned an at the Bijou the coming week, has earned an enviable reputation as a natural Irish comedian. He introduced to the stage a new character—that of an honest, dignified Irish-American—possessed of a temperament, equable in prosperity and misfortune. His success in the best of theatres shows that he has touched a popular chord in his especial line of entertainments. During the first half of the week he will be seen in that very funny play, "The Corner Grocery," and the latter half in that pleasing domestic play, "Daddy Nolan." The same excellent company which has aided Mr. Sully during the past three years will support him. The regular Tuceday, Thursday and Saturday matthees will be given.

KERNAN'S—RENTZ-SANTLEY. KERNAN'S-RENTZ-SANTLEY.

The celebrated Rentz-Sautley Novelty and Burlesque Company, under Ben Leavett's Burlesque Company, under Ben Leavett's management, will preside and please at Kornan's next week. The bill of beauties is a long one and includes: M'lle Dorst and M. Oreste, Parisian dancers: Ida Siddons, Pauline Batchellor et eis burlesque queens; Andy and Annie Hughes, Irish sketchists; Dolly Da veenport, vocalist; Sanford and Wilson, grand Aniazonian march; "The Pasha's Beauties," "The Vassar Pets" as after-pieces and the wonderful high-kicking Sara.

MORIZ ROSENTHAL, THE PIANIST. Moriz Rosenthal, the famous European mu sician and planist to the Queen of Roumania will appear at the Congregational Church February 1st, evening, and 2d, matinee. Seats on sale at Droop's music store.

GLEASON, THE HORSE TAMER. Professor Gleason, the well-known borse tamer, will begin a nine nights' engagement in this city at the New York Avenue Rink Wednesday evening, January 30. He has introduced many new features in his training system, including the great steam act, envel-oping a horse in steam, blowing off whistles, sto.

Maggie Mitchell appears to-night at Al-baugh's in her new play "Ray." Propresson Cook's Balm of Life positively THE INDIANA SENATE.

A Brisk Parliamentary Fight Over Con-Indianapolis, Ind., Jan. 26,-The de-Senate closed yesterday afternoon. The announced, discovered that the resolution unseating contained the words "un-seat and expel." They raised the point of order that it required a two-thirds vote to expel a member and the point was sus-

to expel a member and the point was sustained by the chair.

Senator Urmston (Dem.) moved to reconsider the vote and the Rrepublicans raised the additional point of order that he did not vote with the party prevailing on the original question and therefore could not move to reconsider.

The Lieutenant-Governor also sustained this point of order, His decision was appealed from, and, by a party vote, was not sustained. Carpenter was then unseated by a party vote. Upon the resolution to seat Ray, the contestant, Howard (Democrat) moved an indefinite post-ponement and his motion prevailed. But ponement and his motion prevailed. But nice Democrats voted in the negative. The action leaves the Senatorial district composed of Shelby and Decatur Counties unrepresented in the Sepate and the Governor will order a special election. The House was in session but a form The House was in session but a few minutes in the afternoon and did nothing but hear reports from two or three com-mittees. Both branches have adjourned until Monday.

Earnings of Railroads.

PHILADELPHIA, Jan. 26.—The statement of the earnings and expenses of the West Jersey road and its branch, the West Jersey & Atlautic for December and for the twelve months

lantic for December and for the twelve months ending December 31 is as follows: Earnings for December, \$96,846; operating expenses, \$90,253; excess of saruings over expenses, \$1,595. For the year the carnings were \$1,596,033, against \$1,469,214 in 1887; expenses, \$1,034,131, against \$976,257 in 1887.

The statement of the earnings of the Camden & Atlantic Railroad and branch lines for December and for last year is as follows: For December the carnings were \$35,337; expenses, \$37,148, excess of expenses over earnings, \$1,749; decrease as compared with the same month in 1887, \$4,563,78. For 1888 the earnings were \$360,128, an increase over 1887

same month in 1837, \$4,503.78. For 1838 the carnings were \$606,128, an increase over 1887 of \$1,7483; expenses, \$504,635, a decrease of \$24,555; net decrease, \$7,072.

The Philadelphia & Eric Railroad Company makes the following statement of earnings and expenses for the month ending December 31, 1888; Gross earnings, \$257,164.40; operating expenses, \$250,731.08; net earnings, \$433.32; net earnings for same month last year, \$57,006.00; decrease, \$36,573.64; net earnings twelve months ending December 31, 1888, \$1,639.953.98; net earnings same period last year, \$1,579,883.72; increase, \$40,070.26.

New York, Jan. 26.—The directors of the D., L. & W. Road held a meeting yesterday and issued the following report for the year ending December 31, 1888; Gross earnings, \$43,232,422, "an increase of

ending December 31, 1888; Gross earnings, \$43,232,422,"an increase of \$3,386,566 over the previous year; operating expenses, \$33,356,135, an increase of \$2,852,-136; net earnings, \$9,686,287, an increase of \$534,431; interest, betterments and rentals amounted to \$6,186,024, leaving a balance for the stock of \$3,500,262, or equal to 13 1-3 per cent.

cent.

The amount expended for betterments during the year was \$967,605. The balance sheet shows a surplus of cash offsets to the floating debt of \$2,582,749, not including stocks and bonds of the cash value of \$7,001,094. The total surplus on December 31 was \$14,483,228. The amount of coal transported in the year was 9,851,717 tons, an increase over the preceding year of 1,288,374 tons.

New YORK, Jan. 25.—The first detailed as

ceding year of 1,288,374 tons.

New YORK, Jan. 25.—The first detailed report of the New Jersey Central Railroad that has been issued for several years has been given out. It shows for the year ending June 30, 1888, the gross earnings were \$11,989,410, operating expenses, \$6,420,744, and net earnings, \$5,568,674. Incomes from investments amounted to \$734,407, making the total net income \$6,303,081. The fixed charges were \$5,010,120, leaving a balance applicable to dividends of \$1,392,961, equal to over 6 per ceut. on the stock. cent. on the stock.

A Terrific Snowstorm.

MINNEAPOLIS, MINN., Jan. 26 .- A snow storm is blowing in the northwest and traveling southeast at a great rate. It started up in Canada Thursday afternoon and reached Dakota Friday night. The storm extends from the northern line of Dakota to Sioux City, Iowa. The temperature has fallen about thirty degrees in twenty-four hours, but is not yet below zero, except at one or two points. There is heavy snow and high wind, which, at some points, has reached the dignity of a blizzard, but generally it is not bad. Trains are all running, and unless the storm continues a day longer there will be no blockade. The storm appears to be losing force as it travels East. rom the northern line of Dakota to Sloux

The Fire in the Calumet Mine. CALUMET, Mich., Jan. 26.—The recent fire in the Calumet Mine, in which eight miners in the Calumet Mine, in which eight miners perished, is still a leading subject of wonder and gosetp throughout the Northern Peninsula. That the fire was incendiary in its origin nobody seems to doubt. The officers of the powerful Calumet & Hecla Company have accepted the theory, and are offering a reward of \$10,000 for the arrest and conviction of the mysterious original. mysterious criminal.

Indianapolis' New Company INDIANAPOLIS, IND., Jan. 26 .- Articles of acorporation of the new Indianapolis Baseball Club have been filed for record. The capital stock is \$30,000, divided into 300 shares of \$100 cach. The stockholders are: Fred. L. Mayer, 20 shares: Ford Woods, 30; R. K. Dryfus, 30; W. S. Schmidt, 40; Henry Jameson, 3; George F. Branham, 30; Charles F. Meyer, 40; J. F. Brush, 30; A. B. Meyer, 30; Tom l'aggart, 10.

Letters have been received from A. G. Spalding in which he said that the American baseball party would arrive to New York on or about April 10. They would be in Egypt early in February and in Italy during the latter part of February.

ter part of February.

Walter Spaiding cabled that the League championship season would begin April 24. For this reason the trip will be hurried through. It was at first intended that the party would not get back until May, but this has been changed. The descriptions published in the Australian papers were unique in their way. The writers in some respects copied the American style to some extent, but in the main they laid themselves out in comparing the game to cricket and football.

They are telling a story that has to do with Justices Gray and Lamar. A week ago a page, who is in the business of collecting lists of the autographs of Senators and Supreme Court Judges at \$3 per list, approached Mr. Court Judges at \$3 per list, approached Mr.
Lamar and secured all his Latin appellations
for the first sheet of the album. Then the
page is reported to have attacked Judge Gray.
He saw that the name of the Southerner
would be shead of all the others and he refused to "go in." The young autograph fiend
was not to be circumvented. He tore out the
Lamar leaf, returned to the Massachusetts
Justice and got his signature and got all the
others except Mr. Lamar's.—[Cushing in N.
Y. Graphic. Y. Graphic.

McLean's "Dandy Hotel." a Cincinnatian just returned from

"I tell you, my friend Washington McLean has the 'dandy' hotel in McPherson place. It is called the 'Normandy.' It is elegant and is filled up with the best sort of people. Among the inmates or regular boarders are James G. Biaine, and William Walter Phelps, of New Jersey. Just think of it! Phelps pays for his family of four just one thousand dollars a month—\$12,000 a year."

No man or woman can afford to be without Wolff's Acme Blacking.

There is No Cheapness without true excellence and true excellence is the virtue of the Suits we have reduced to \$9.90. Eiseman Bros., Seventh and E streets, Manufacturing Clothiers and Tailors.

Use Phoressen Cook's Balm of Life for

STORY OF A MUTINY.

For two years I had been mate of the schooner Jessie, Captain Martin, plying bate on the contested election case in the regularly between Sydney, New South Wales, and Hobaritown, Van Dieman's majority report unscating Carpenter Land. We had a trim craft, easily was then adopted by a party vote. The bandled, and our crew never exceeded Republicans, before the result had been six men. There was no second mate and the captain stood his own watch A year before I cogaged with her she had been captured by convicts from the penal settlement, and when recovered, after two or three days, she had been supplied with an arsenal.

The trip which gave rise to the inci-

dents I am about to relate brought the caprain's daughter on board for the first time, she having been away to school for a couple of years. The schooner was named after her, and if a vessel could feel proud of anything, then the Jessia would have been puffed up over the good ooks of the girl whose name she bore. hear her sing and laugh. As our voyages were short and safe we had been able to keep the same crew for a long time, but on this trip we were all broken up. Two of the old men had been taken ill while we were loading, a third had mysteriously absented himself and on the day. we were loading, a third had mysteri-ously absented himself, and on the day we were to sail the cook walked ashore in a huff. There was no trouble, how-ever, in filling the four vacancies. Indeed, they were applied for as soon as vacated. The cook was another colored man with good recommendation, while the three sailors were English-speaking

and of English nativity.

When a crew is sent from a shipping office, the master must not find fault with their personal appearance. If they are what they claim to be, that must satisfy him, no matter if the whole lot are bow-legged, cross-eyed, bald-headed and hump-backer. It is the same when the hump-backec. It is the same when the mate engages men at the wharf. If they satisfy him that they are sailors, he does not find fault with their looks. The three sailor-men I engaged for the trip were hard-looking fellows, and I would not have trusted them not to rob was him I look them into the result. me, but I took them just the same. At sea they would have their stations and their orders, and the discipline of a vessel discourages all exhibitions of impu-dence towards officers. Our crew was now composed of six sailors, captain, mate and cook, and the girl Jess brought the number on board up to ten.

the number on board up to ten.

It is a run of over 500 miles, almost due south from Sydney to Hobarttown, but until passing Cape Howe we had the coast in view, and knew where shelter could be had in case of a storm. Our crew went cheerfully to work, the weather favored us, and for three days everything want as smoothly as you everything went as smoothly as you please. I had two of the old men and one of the new in my watch, and on the fourth night, as we just held steerageway during my watch, the man at the wheel, whose name was Needham, and who hed been with us several voyages, fussed around for a time, and finally said:
"Mr. Loring, I'd like to speak with

you about a matter. "Very well; what is it?"
"I don't like them new men, sir."

For what reason ?" "They've got their heads together too often, sir, and they've talked to Bill and Tom, my old mates, until they've quite

"About what?" "Well, sir, about pirates and islands and treasure and such stuff. I didn't take to 'em, and they didn't take to me, and so they don't trust me, but I can't help but think there's something wrong in the wind,"

I wasn't startled-not even worried. Sailors are always talking such nonsense among themselves, and aboard of every craft there is always a tale-bearer who noon to midnight, and on the morn-ing of the sixth day were be-low the cape. Then the wind died out flat and dead, and all day long we hadn't sufficient to ruffle a feather. I had been watching the new men closely since Needham stated his suspicions, but not a thing could I discover to confirm his statements. They were cheerful, prompt and respectful, and I quite dismissed any thought of conspiracy. If Needham had heard or seen anything further he had not reported it, although

asleep in my berth, the captain was lounging and smoking, and Jess was in the cabin after some article of clothing. There was no wind yet, while the night was soft and starlight. There was a man at the wheel, but this was mere form's sake, he having nothing to do. All of a sudden, as the captain paced the quarter, some in the fo'castle shouted "Murray one in the captain was to get hold of the side on the following the following to go before her.

It would have made our hair start to go before her.

It would have made our hair start to go before her.

It would have made our hair start to go before her.

It would have made our hair to go before her.

It would have made our hair to go before her.

It would have made our hair to go before her.

It would have been killed as soon as we reached the offer of the boat we reached the offer of the boat we reached the deck. The leader was an ex-convict named the Ruey on the following the following the following the following the following the following the der!" There was a scrambling and a rush, followed by a splash, and a choking voice from the water cried out:
"It's mutiny, captain, look out!"
It was the voice of Needham, who had been stabled and fluore averaged.

een stabbed and flung overboard. Next moment the captain saw every ther man before the mast advancing aft armed with capstan bars and belaying The negro cook was with them, and the old man was not long in real-izing that something worse than mutiny was on. Instead of ordering, or arguing, or waiting for explanations, he leaped down into the cabin and bolted the heavy doors behind him. I had heard the row, and was now dressed, and so it came to pass that the captain, Jess, and myself were together aft, and all made prisoners at once. "It's mutiny, Mr. prisoners at once, "It's mutiny, Mr. Loring!" shouted the captain as I en-tered the main cabin. "Arm yourself

and we'll teach the rascals a lesson not to be forgotten!" He had scarcely ceased speaking when a bullet struch him in the right shoulder, and a shot fired at me grazed my head. One of the mutineers had fired through the open skylight. The captain star-gered to the sofa, and in a jiffy I had the lights out. Then I pulled the heavy sash down and secured it, and we were safe for the moment. It needed no explanation to satisfy me of what had happened. The crew had seized the schooner, and Needham had been murdered because he would not join the conspiracy. I had a revolver, and I conspiracy. I had a revolver, and I started for the deck, but the captain

"Cone back, Mr. Loring. You have no show! They would kill you before you got on deck!"
"But we must get the schooner back!"

"Certainly; but we can't do it by throwing our lives away. We are safe for the present. Help me off with my coat and attend to this wound. Jess, you take my revolver and stand in the I got at the wound as soon and as carefully as I could, and was rejoiced to find that the builet had struck the bone and glanced off. Indeed, it fell out of the flesh as I washed away the blood. It was thus a painfut but not dangerous wound. I soon had it attended to, and the captain thought he would not be pre-vented from handling a revolver. I had just got him fixed up when some one rapped at the doors, and a voice ex-

Below, there! I want a word with 'What is it?" demanded the captain. "The schooner is ours, as you, of course, know. We don't want your lives. You can have a boat and start off as soon as you please.

"But we don't propose to go !" "Don't get cantankerous, old man.
We've got the schooner and we know
enough to keep her. We don't want you
here. If you accept our offer, all right. If you want to fight it out, then look out for yourselves!

'That's what we propose to do," replied the captain, and then all was quiet.
I crept to the head of the companion stairs and heard the mulineers conversing in low tones, and while I sought to catch what they said, a man aft to the wheel and others began to make sail. The calm was broken. I knew the course they would make without seeking a sight of the cabin compass. They would head looks of the girl whose name she bore.

Miss Martin was a typical English girl, and just as handsome as the best of them. She was then 19 years old, in the best of health and spirits, and it was as good as medicine for a sick person to hear her sing and laugh. As our voyages were short and safe we had been able to owing to the numerous shoals and shall-

and perhaps not until morning," said the captain, "and we must make ready."
We first made a barricade at the door of the main cabin, using the sofa, table and chairs. Then we got out and loaded five muskets, placed three cutlasses handy, and, in addition, each had a revolver. We worked in the dark, but we knew where everything was to be found. You might have looked for the girl to break down, but there was never a sign of it. Indeed, she expressed a hope that the men would not give in too soon, and seemed to desire an attack. When we had done all we could, we sat down and waited for the night to pass away. The schooner reeled off the miles at a lively pace for the next four hours, and

morning came without our having been disturbed. Then sail was shortened, the craft laid to, and, as soon as the men had had a bite to eat, the leader summoned us with:

"Below, there!"
"Well," answered the captain.
"We will give you another chance to leave. You can have a boat, oars, sail, water and grub, and no one shall hinder your going."
"Suppose we refuse to go?"

"Then your blood be upon your own head! Rather than surrender the schooner we'll burn her, and you with her! I'll give you half an hour to think

it over."
We didn't want two minutes. were determined not only not to leave the schooner, but to recapture her. We expected to be attacked first by the sky light, but this was a small affair, and did not command but a portion of the cabin. And, as we afterwards ascertained, the only fire-arm among the mutineers was a double-barrelled pistol, which had already been discharged, and which had already been discharged, and could not be reloaded for want of ammunition. They would also batter in the doors of the companion, but we hoped to hold them at the barricade. They could not come at us by the way of the hold, for that was full.

We got a bite to eat from the pantry, had a glass of wine, and by that time were hailed for our answer. The captain replied that we would not go, and defied them to do their worst. We heard them moving softly about, and at

heard them moving softly about, and at her own request Jess was allowed to pull away a portion of the barricade and creep upstairs to listen, while the cap-tain and I stood with our guns ready to repulse any attack by the skylight. Jess was returning to report when a battering-ram drove in the doors, hardly an arm's wants to curry favors. Needham was distant and peculiar, as I had heard the men say, and that was why the trio had not taken to him. I thought the matter over for some time and then thanked the did. Instead of springing over the barnd then thanked the ricade, she leveled her revolver and shot man for his information and asked him to keep his eyes open. We had a light breeze all night and the next day was very mild. We got a stiff breeze from shouted to us to come up, rushed up the stairs, and we heard her fire twice more

before we got over the barricade.

When we got on deck no one but Jess
was to be seen creet. 'Two dead men and one wounded unto death were lying on the deck, and the other three had fled to the fo castle. Two minutes later they were begging for their lives, and they crawled like curs as they came up to be bound. Jess had killed two of the new men and mortally wounded the negro cook, and the mutiny had been put down and the craft retaken before

small craft as he might overhaul. The negro died within an hour and we hove the three bodies overboard without cere-mony. During the forenoon we worked the schooner to the east, and about noon got a couple of hands from an English merchantman and put into Melbourne to report and deliver up our prisoners. One was hanged for the ertine, but one died before the trial and the other escaped and was shot dead by the officers in pursuit.-[N. Y. Sun.

\$ 1,000

PREWARD

o any one who will contradica by proof our claim that Acme Blacking WILL NOT INJURE LEATHER. WOLFF & HANDOLPH the an intelligent test of this favorable with the control of the To make an intelligent test of this, try the following method. Hang a strip of leather in a bottle of acme Hacking, and leave it there for a slay or a mouth. Take it out and hang it up to dry and examine its condition carefully. We recommend ladies Wolff's ACM EBlacking WATERPROOF, SOFT.

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Its beautiful, rich, GLOSSY POLISH is unequaled. Sares labor and announced in A Polish Lasts a Month for Women, and A Week for Men, audon Harness Leather WOLFF & RANDOLPH. PHILADELPHIA.

CANTAL-MIDY These tiny Causilles arrest in 13 hours without inconventione, those affections in water Copsills, Cubebs and Insections

Rivaled the Yosemite. One thing that impresses the lotterer in the

Yosemite-one, I find, that is not mentioned In the circulars or guide books-is the number of girls who ride "straddle."

of girls who ride "straidile."

One morning, down at Bernard's, a young lady walked the plazza, admired by all beholders, arrayed in a dizzy dark green riding habit, trousers, hat, boots, whip and all complete—a very Lady Gay Spanker. But when her broncho was brought around, lo! the flery, untamed Ukraine flyer wore a man's saddle! The girl vaulted lightly into her seat, adjusted ber sterup, twisted ber habit around her legs—nay, then, they have got to be legs when you ride that way—and galloped away. It was not a pretty sight, nor an impressive one, nor was it particularly grand, or even sublime, or exactly picture-que, and yet it divided attention for a moment or two with Yosemite Falls and Glacier Point.—[New Moon.

Lady Club Guesta.

Of all the provisions made for lady club ruests, that made by the Lawyers' Club in the equitable building carries off the premium, There are no rooms of equal magnificence in any club house in the city, or even to compare with those into which a hidy visitor is ushered. Her marble bath and all the appliances of a toilet are always ready for her, and she is ushered into a special dinting room, all white and gold, appointed with exquisite antique furniture, where she may dine with luxurious ease at her leisure.—[New York Correspondent Philadelphia Record.

Frenchman's Will Fited flere, In the Orphans Court yesterday a notarial copy of the will of Camille Augista Desmazures. from Saint Germain, France, was placed on record. It stated that he leaves all his proprecord. It stated that he leaves all his prop-erty to Marie Antoinette Robillard, his wife. It goes on to declare that Mr. and Mrs. Des-mazures are united by a first marriage with goods and property in common, as per their marriage deed, dated at Paris, April 14, 1885. She requests that letters testamentary be issued to James L. Norris for the purpose of obtaining and transferring letters patent on an electric invention made by the deceased,

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for eight yours.
With great reluctance I began using
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and after six
months uso I beliece myself cured.
It is an invaluable
Balm. Joseph StuBalm. Joseph Stu-CREAM BALM months' use I be-liece myself cured. It is an invaluable Balm. Joseph Stu-art, 624 Grand avenue, Brooklyn.

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Corner 15th and I streets northwest, Opposite McPherson Square. II. M. CAKE.

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CAPITOL PARK NORTHWEST.
Finest Hotel in Washington.
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Whes, Liquors and Cordials by the bottle or
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THE CLAREDON. 1401 N. Y. AVE., COR. 14TH ST. Permanent and transient guests accommo Modern improvements.

Cars to all parts of the city pass the door,
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WASHINGTON, D. C. Army and Navy Headquarters. Four Iron Fire Escapes. TERMS-\$3.00 and \$4.00 Per Day.

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FOR MEN.

Nothing pleases a man so much as a PERFECT FITTING SHIRT. II you are in need of such an article go at once and have your measure taken. They will cost

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TYSSOWSKI BROS Importers Men's Wear.

Cor. 15th and G Sts PEERLESS BYES ATMINITE

Every Household

Should have Ayer's Cherry Pectoral. It saves thousands of lives annually, and is peculiarly efficacious in Croup, Whooping Cough, and Sore Throat.

"After an extensive practice of nearly one-third of a century, Ayer's Cherry Pectoral is my cure for recent colds and coughs. I prescribe it, and believe it to be the very best expectorant now offered to the people."—Dr. John C. Levis, Druggist, West Bridgewater, Pa. "Some years ago Ayer's Cherry Pec-toral cured me of asthma after the best medical skill had failed to give me re-lief. A few weeks since, being again a little troubled with the disease, I was

Relieved By

the same remedy. I gladly offer this testimony for the benefit of all similarly afficted."—F. H. Hussier, Editor Argus, Table Rock, Nebr. "For children afflicted with colds. coughs, sere throat, or croup, I do not know of any remedy which will give more speedy relief than Ayer's Cherry Pectoral. I have found it, also, invalu-able in cases of whooping cough."— Ann Lovejoy, 1251 Washington street, Boston, Mass.

Boston, Mass.

"Ayer's Cherry Pectoral has proved remarkably effective in croup and is invaluable as a family medicine."—
D. M. Bryant, Chicopec Falls, Mass.

Ayer's Cherry Pectoral,

PREPARED BY Dr. J. C. Ayer & Co., Lowell, Mass. Sold by all Druggists. Price \$1; six buttles, \$5.

U NPRECEDENTED ATTRACTIONS OVER A MILLION DISTRIBUTED.

LOUISIANA STATE LOTTERY COMPANY Incorporated by the Legislature in 1868 for Educationa and Charitable purposes, and its franchise made a part of the present State Con-stitution, in 1879, by an overnwing large Poro-

IIs GRAND EXTRAORDINARY DRAWINGS Its GRAND EXTRAMEDINARY The comber, and its GRAND SINGLE NUMBER DRAWINGS take place in each of the other ten months of the year, and are all drawn in public, at the Academy of Music, New Orleans, La.

We do hereby certify that we supervise the arrangements for all of the Monthly and Semi-Annual Drawings of the Louisiana State-Lottery Co., and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties and we authorize the Company to use this certificate, with facsimiles of our signatures attached, in its advertisements."

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COMMISSIONERS. We the undersigned Banks and Bankers will pay all Prizes drawn in the Louisians State Lotteries, which may be presented at our counters

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GRAND MONTHLY DRAWING At the Academy of Music, New Orleans TUESDAY, February 12, 1880.

GAPITAL PRIZE, \$300,000.

100,000 Tickets at Twenty Dollars cach. Halves, \$10: Quarters, \$5; Tenths, \$2; Twentieths, \$1. LIST OF PRIZES. 1 PRIZE OF \$300,000 is...
1 PRIZE OF 100,000 is...
1 PRIZE OF 50,000 is...
1 PRIZE OF 25,000 is...
2 PRIZES OF 10,000 are...
5 PRIZES OF 10,000 are...
25 PRIZES OF 10,000 are...
25 PRIZES OF 10,000 are...
26 PRIZES OF 300 are...
200 PRIZES OF 300 are...
200 PRIZES OF 200 are...
APPRIOXIMATE PR 1 PRIZE OF \$300,000 is.... 100,000 THATE PHIERS.
 100 Prizes of \$500 are
 \$ 50,000

 100 Prizes of 300 are
 30,000

 100 Prizes of 200 are
 20,000
 TERMINAL PRIZES.

3,134 Prizes, amounting to......\$1,054,800 Nove.—Tickets drawing Capital Prizes are not entitled to terminal prizes enticed to terminal prizes.

**B' Fon Clein Rates, or any further information desired, write legibly to the undersigned, clearly stating your residence, with State, County, Street and Number. More rapid return mail delivery will be assured by your enclosing an Envelope bearing your full address. Send Postal Notes, Express Money Orders, of New York Exchange in ordinary letter Cur-rency by Express (at our expense) addressed

M. A. DAUPHIN, New Orleans, La.

Address Registered Letters to

NEW ORLEANS NATIONAL BANK, New Orleans, La.

REMEMBER THAT ONE DOLLAR is the Price of the singliest part or fraction of a ticket issued in any drawing. Anything in our name offered at a less price, is either a counterfeit or

a awmore.
"REMEMBER, also, that the payment of
Prizes is GUARANTEED BY FOUR NATIONAL
BANKS of Now Orleans, and the Pickets are
signed by the Preddent of an institution whose
chartered rights are recognized in the highest
Courts; therefore, beware of all initations and
all anonymous schemes."

STEAMBOATS. EOR NORFOLK, OLD POINT AND THE SOUTH. Steamer GEORGE LEARY leaves Washington Monday, Wednesday and Priday, at 5 p. m.

Steamer LADY OF THE LAKE, Teesday, Thursday and Saturday, at 5 p. m., from Sixth Steamer Leary lands at Piney Point going and returning.

Lady of the Lake lands at Cornfield Harbor and Colonial Beach on Saturdays. Steamer from Washington daily, including Sundays, until further notice. Sunday at Up. in.

Fure, Saturday excursion, return Monday 7 a. m., \$3 round trip. Connections made at Norfolk with Old Do-minion Steamship Company for Now York. Knor and Laloyd Express will call and cheek baggage at hotols and private residences. Telephone call—Leary, 745-3; Moseley, Fare, \$2.

W. P. WELCH, Supt. P. S. Co. GEO, P. PHILLIPS, Supt. I. &

Var on Coughs, Colds and Incipleat Consumption. 8090000 **BEDOABAD** $\Theta O O \Theta O O O O O$ Prepared by HEMBY SIGHOP, Baltimore, Ma.

Large Bottlesonly 22c. For sale by all Druggists.



Can be given in a cup of coffee or tea without the knowledge of the person taking it. It is an solutely harmless, and will effect a permanent and speedy cure whather the partions is a nucleir ate drinker or an anothelic wises. It has been given in thousands or cases, and in every any stance a perfect cure has outnessed. It Nevick FALLs. The system once imprecimited with the Specific it becomes an utter impossibility for the business of the control of t

RAILROADS The Great Pennsylvania Route To the North, West and Southwest.

Dorble Track. Splendid Scenery.
Steel Rails. Magnificent Equipment. IN EPPECT JANUARY 6, 1880.

Trains leave Washington, from station corner of Sixth and B streets, as follows: Fig. 1. Sixth and B streets, as follows:

For Presence and the West, Chicago Limited Express of Paliman Vestibuled Cars at 0.0 a m daily feat Line, 200 a m daily to Cincinnat and St. Louis, with sicening Cars from Putisburg to Chicago, with Sicening that Alloyas to Chicago, with Sicening Car Alloyas to Chicago, with Sicening Car Alloyas to Chicago, Western Express at 7.40 pm daily, with Sicening Cars Washington to Chicago and St. Louis, connecting daily at Harrisburg with through Sicencers for Louisville and Memohis. Pacific Express, 10.00 pm daily for Pittsburg and the West, with through Sicencer to Pittsburg, and Pittsburg to Chicago.

BALTIMORE AND STROMAC RALLOYAND.

BALTIMORE AND POTOMAC HAILROAD. Fon Enis, Canandaigna and Rochester dally, for Buffato and Ningara dally, except Saturday, 10.00 p. m., with Sheepfur Car Washington to Rochester,

Fon Williamspony, Lock Havon and Elmira at 9.56 a m dally, except Sunday. Fon New York and the East, 7.20, 9.00, 11.00 and 11.40 a.m. 2.00, 4.10, 10.00 and 11.20 p.m. On Sunday, 3.00, 11.40 a.m. 2.00, 4.10, 10.00 and 11.20 p.m. Limited Express of Pullman Parlor Cars, 5.40 a.m., daily except Sunday, and 3.45 p.m. daily, with dining ear, For Boston, without change, 2,00 p in every

For Bucontys, N. Y. all through trains con-nect at Jorsey City with boats of Brooklyn Annex, affording direct transfer to Fulton Street, avoiding double forriage norces New York city.

Fon Philiadelphia, 7.20, 8.10, 9.00, 11.00 a 11.40 a m, 2.00, 4.10, 1.00, 8.10, 10.00 and 11.20 p On Sunday 2.00, 11.40 a m, 2.00, 4.10, 6.00, 8, 19.00 and 11.20 p m, Limited Express all parior cars, 9.40 a m week days and 1.45 p m daily, with dining cars.

For Battinors, 6.35, 7.20, 9.60, 9.60, 9.40, 9.50, 41.09 and 11.40 a.m. 12.75, 2.00, 9.45, 4.10, 4.20, 4.40, 6.00, 7.40, 8.10, 10.00 and 11.30 p.m. (2) Sunday, 2.00, 9.0, 5.00, 11.00 a.m. 2.00, 8.15, 4.10, 6.00, 7.40, 8.10 10.00 and 11.30 p.m.

FOR POPE'S CHEEK LINE, 7.20 a.m and 4.40 p.m. Gally, except Sunday,
FOR ANNAPOLS, 7.20 and 2.00 a.m. 12.05, 4.40 p.m. daily, except Sundays, Sundays, 2.00 a.m.,
4.10 p.m. ALEXANDRIA & FREDERICKSBURG RAUL-WAY, AND ALEXANDRIA & WASH-INGTON RAILROAD.

INGTON RAILROAD.

FOR ALEXANDRIA, 4.50, 6.35, 7.25, 8.40, 9.45, 10.57
a.m. 12.04 noon, 20.5, 8.40, 1.5, 5.00, 6.35, 8.05, 10.05
and 11.37 p.m. On Sunony at 4.30, 9.45, 10.37 s.
m. 2.50, 6.01, 8.03 and 10.05 n.m.

Accommodation for Quantico, 7.25 a.m., and
5.00 p.m. week days. 5.00 pm week days.

For Richmond and the South, 5.00 16.37 a m daily and 5.40 pm daily, except Sunday.

Thains leave Alexandria for Washington, 6.03, 7.25, 8.00, 9.10, 10.15, 11.07 a m, 1.20, 3.90, 3.21, 5.10, 6.20, 7.05, 9.22 10.42 and 11.05 pm. On Sunday at 9.10 and 11.07 a m, 2.00, 5.10, 7.05, 9.33 and 10.32 pm.

Thesets and information at the office, northeast corner of 13th street and Pennsylvania avenue, and at the station, where orders can be left for the enecking of baggars to destination from hotels and residences.

CHAS, E. PUGH, General Manager. Baltimore and Ohio Pailroad.

Schedule in effect Dec. 9, 1888. Leave Washington from station corner of New Jorsey avenue and C street.

For Catecase and Northwest, Vestibuled Limited express daily 8.00 a.m., express 2.05 p. in. For Cincusnari and St. Louis, express daily 8.00 and 11.10 p. m. For Pittsnung and Claveland, Vestibuled Limited express daily 8.55 a. m. and express 9.05

FOR LEXINOTON and Local Stations, †10.10 a m.
Fon Baltimone, week days, 5.60, 5.20, 6.40,
7.30, 8.30, 9.45, 11.00 (di-minute train) a.m., 12.10,
2.05, 5.15, (45-minute train), 4.25, 4.30, 4.35, 5.30,
6.45, 7.30, 9.45 and 11.30 p. m. Sundays, 6.30,
8.30, 9.45 a.m., 1.15, 2.05, 3.25, 4.30, 4.35, 6.45,
7.30, 9.45 and 11.30 p. m. FOR WAY SYATIONS between Washington and Baltimore, 5,00, 6,49, 8,30 a. m., 12,10, 3,25, 4,35, 6,45, 11,39 p. m. On Sandays, 8,30 a. m., 1,15, 3,25, 4,35, 6,45, 11,39 p. m.

4.50, 6.45, 11.50 p. m. Sandays, c.50 a. m., 14.6, 5.25, Thanks Leave Baltimore for Washington at 5.10, 6.20, 6.20, 7.20, 8.00 (45-minute train, 9.00, 9.05, 10.39 (45-minute train a. m., 12.15, 2.00, 5.00, 4.10, 5.00, 6.30, 8.00, 10.00 and 11.00 p. m. On Sundays, 5.10, 6.30, 8.00, 9.00, 9.05, 10.40 a. m.; 1.15, 2.00, 4.10, 5.00, 6.30, 8.00 10.00 and 11.00 p. m. Fon Annaronies, 6.40 and 8.20 a. m., 12.10 and 4.35 p. m. On Sundays, 8.00 a. m., 12.05, 4.10 p. m. Leave Annarolies 6.40, 8.57 a. m., 12.05, 4.10 p. m. Sundays, 8.37 a. m., 4.10 p. m.

Fon Systems on the Metropolitar Branch, 19.35, 810,10 a. m., \$1.15 p. m. for principal stations only; †10.10, a. m., †4.35 and †5.30 p. m.

For Garmensound and Intermediate points, 90.00 a.m., \$12.00, \$4.40, \$5.35, \$11.29 p. m. Fon Hovn's and intermediate stations, +7,00 p. m., \$10.00 p. m. Chunca Taxis leaves Washington on Sunday p. m., stopping at all stations on Metro-Branch,

Pon Fuguerier, #10.10 a.m., #4.35 and #5.30 p. n. Sundays, 1.15 p.m. Pon Hauenstows, #10.10 a.m. and #5.30 p. m. TRAINS ARRIVE from Chicago daily 8.25 a. m. and 9.35 p. m., from Chichmati and 8t. Louis daily 6.20 a. m. and 1.35 p. m., from Pittsburg, *8.35 a. m., *7.30 and *9.35 p. m. PHILADELPHIA DIVISION.

For Philadeniants and Wilmington, daily, 8,15 a.m., 205, 4,30 and 11,30 p. m. Buffet Parlor Cars on the 8,15 a.m. and 4,30 p. m. frains. Sleepings Cars on the 11,30 p. m., open at 2,00 FOR INTERMEDIATE POINTS between Baltimore and Philadelphia, "5,30 a. m., "2,05 and 74,30 Thans thave Philadelphia for Washington, daily, 8.30, 11.00 a. m., 2.50, 7.00 p. m. and 12.05

Baggage called for and checked at botels and residences on orders left at ticket offices, 610 and 1351 Penusylvania avenue. W. M. CLEMENTS, CHAS. O. SCULL, Gen. Manager Gen. Pass. Agt Chesapeake and Ohio Route. Schedule in effect SEPT. 16, 1888.

*Except Sunday. *Daily. ¡Sunday only,

Trains leave Union Depot, Sixth and B streets, 10:57 a.m.—Fon Newroux News, Old Point Comfort and Norfolk, daily except Sunday. Arrive in Norfolk 7 p. m.

11:24 a.m.—Fon stations on the Coesapeake and Ohio in Virginia, West Virginia and Kentucky, daily except Sunday. Steeping cars Clitton Forge to Lexington, Ky. 5:50 p. m. Fast Western Express daily. Solid train, with Poliman Hoffet Sleeping cars to Louisville: Pullman service to Cincinnati, St. Louis, Memphis and New Orleans.

Office, 513 Pennsylvania avenne. H. W. FULLER, Gen. Pass. Agent.

L. WILLETT. CIRCLE MARKET. Vermont ave. and Lat. n. w. solve Groceries, Meats and Provisions, se Bost Goods at the Lowest Prices.

Marketing delivered free MEDICAL.



WEGUAHANTEE SIX BOXES to cure any case. With each order received by us for six boxes, accompanied with \$5, we will again the purchaser our written guarantee to retined the money if the freatment does not of feet a cure. Concrantees issued only by 'CHRISTIANI, Druggist, Sols Agent, 4s. Penna, ave., between 4% and 6th sts.

DRUNKENNESS

OR THE LIQUOR HABIT CAN BE CURED BY ADMINISTERING DR. HAINES' GOLDEN SPECIFIC.

distant Monker State Therman, and Street,